THE TARK EVEN NO THE SOUTH THE APELPHIAN WEDNESDAY, PERHELARY 26, 1867;

POPULAR SCIENCE.

A Lecture Delivered on Monday Evening. at the University of Pennsylvania, by Professor Robert E. Rogers.

On Monday evening, Professor Robert E. Rogers delivered a lecture before the Academy in its Relations to Life." The lecture was given in the Hall of the University of Pennsylvania, and was listened to with great interest by a large audience, who were particularly which the lecturer illustrated his address. Professor Rogers spoke as follows:-

Ladies and Gentlemen:-After the instructive and elaborate discourses to which you have listened, under the auspices of the Academy of Natural Sciences, embracing the versatility of life, the antiquity of man, and his power and dominion over all inanimate creation, l had hoped that I might have been exempted from the necessity of attempting to add any to that which has been given; but I have appeared here under the command of the inexorable committee, and present myself this evening to hold with you a conversation upon one of the themes with which you are familiar.

Trusting in the intrinsic interest which surrounds it, I shall venture to lead you into a few reflections connected with that which exercises, probably, the most powerful control over the operations of that planet on which we live-a substance without which man could not exist, without which the arts could not flourish, without which civilization could not advance. That substance is the simple one of charcoal; carbon is its technical name.

The planet on which we dwell is a minute particle of dust, floating in the grand and

boundless expanse of space.

This little spot—the abode of man—having. holding, and covering within itself all that is of interest to him, is about eight thousand miles in diameter. It wheels upon its axis at the rate of a thousand miles an hour, and it speeds through space at the amazing velocity 68,000 miles in that same interval of time. In looking to the physical conditions exhibited in this planet, while we cannot dwell upon the steps of investigation that have been pursued, it is in our power to pursue the process of inverted reasoning, and regard it as the discoverers have presented it to us. We are, as it were, living upon a thin crust, which, when compared with the entire mass of its material, is but a thin film of paper upon an ordinary school globe. When we attain a distance beneath the surface of the earth of not more than a single mile, water wiff boil; at ten miles iron would melt; at fifty miles every rock would be fluid; and at the depth of or near the centre, everything would be converted into vapor.

What are the constituents of this world? When we examine them, we shall find that in all the rocks, minerals, irons, plants, fruits; in all the different kinds of animals, whether they creep, run, swim, or fly; in every organ and every part of every organ of every animal and vegetable, there are but sixty-six elements. How remarkable is this! When you advance a step further you, will find that we may eliminate a very large number of these, and arrive at the fact that out of the sixty-six there are only about thirteen that fill an important part; and when we come down still further we discover that this number resolves itself into a few, of which one occupies an entire half, another an entire fourth, and the remaining eleven one-fourth. All of those substances that we prize so highly, the metals—the precious ones particularly-do not embrace more

than one-hundredth. We are dwelling at the bottom of a great ethereal ocean, the atmosphere of which has her sacred mission completed. towers above our head. It is the atmosphere in which we "live, and move, and have our The materials of it minister to our comfort and supply our necessities. In the atmosphere there is oxygen. In the atmosphere there is a substance called nitrogen. In the atmosphere there is a material familiar to you as watery vapor. In the atmosphere there floats the substance carbonic acid. In the earth there are metallic bodies, but they have undergone a change, have been converted during that change into new substances; and these are now materials for our study. Let us advance carefully, that we may follow our theme to its legitimate conclusion.

The material called oxygen is colorless, tasteless, and without odor. You pass your hand through it, but you feel it not; you walk through it, and yet know it not; you breathe it into your lungs, and scarcely recognize that it is there; you drink it in the water which you swallow; you tread upon it on the earth which you walk. Oxygen constitutes one-half of the entire planet on which we dwell. Taking the air, the water, the vegetable and the animal substances, the rocks and the minerals, all combined, yes, half of all that we know of material existence is called oxygen gas. What are its uses? Stop for a moment the function of breathing, and you suffocate. Why? Because you fail to obtain the oxygen in your lungs. Stop its presence in the food that you swallow, and you are not nourished. Remove it from vegetables and animals, and you have totally destroyed their organization.

Carbon is capable of combining with oxygen; oxygen reciprocates the ability to combine with earbon, and these two substances form a combination which is one of the most important in the economy of living things. We find it in a variety of forms. The diamond is the most simple and purest of these forms. Sir Isaac Newton discovered, in his observations upon refracting substances, that their properties, in many cases, were due to the presence of carbon, and from this he inferred that the diamond, so wonderful in its lustre, in its refracting capacity, must contain carbon. It remained for later investigators to prove the

The lecturer then exhibited specimens of large and brilliant diamonds, which have been on exhibition in Bailey & Co.'s window, and gave a short epitome of the history of the largest. This beautiful jewel, said the lecturer, represented the material which coats our lamp-shade, the smoke that floats over our city, the material that we gather from the refuse of fuel when it is burned. Moreover, the anthracite and the bituminous coal is earbon in its purest phase-carbon derived doubtless from the same source, and from the very same chemical process which we discover now taking place among the materials of organic forms.

The lecturer continued at considerable length. illustrating the varied relations of carbon to animal and vegetable life.

-Mr. William F. Skene has edited, and is about to publish, with an introduction and notes, "The Four Ancient Books of Wales, containing the Kymric Poems attributed to the Bards of the Tenth Century." This, if we mistake not, is a work which scholars will be lad to possess, a fresh interest attaching to e literature it illustrates since the publica-

on last spring of three or four papers thereon

am the accomplished pen of Matthew Arnold.

To the Edilor of The Evening Telegraph:-Sir:-The ballot is the crown-jewel of liberty; and it would be the personification of political folly should we fail to shield it from abuse by the safeguards which wisdom and experience of Natural Sciences, his subject being "Carbon | enjoin. Why has republicanism failed in the ages past? That of Rome and Greece was a miserable abortion. Why was freedom's dawn delayed until our own era? And why is our illustrious example not improved by the world pleased with the numerous experiments with at large? It is because knowledge, which is the soul of freedom, has been wanting. Simultaneous with its introduction by our fathers, the work of education was begun. As population increased school-houses were erected, and our people grew in intelligence with the growth of nationality. In those States which fostered human slavery education was almost totally neglected, and there it was that the enemy of our national existence was fostered, which at last culminated in a terrible struggle for the supremacy of tyrannic rule. The masses of the Southern population are to-day deplorably ignorant, and thus proved willing aids to the instigators of Secession. But for this, few could have been found willing to initiate the terrible experiment. It was the absence of real knowledge, and the consequent deception of the masses by designing lenders, that gave strength to the late Rebellion. Our fathers committed a grave error in their

first enactments regulating and bestowing the franchise upon foreigners. They little thought that what seemed to them but a simple act of ustice to men fleeing from oppression, would in time become a preponderating balance in our political system. Experience has shown that in our undue liberality with this sacred privilege, we have been "throwing our pearls before swine," and risking the best interests of government. Had the emigration from foreign climes been of the more intelligent class, the result would have been different. Their power of discrimination would have been better, and their influence and their votes would have been given in favor of measures of great public utility, and tending to increase and perpetuate the blessings we enjoy. The Democratic party, so called, has drawn its greatest share of vitality from the ignorance of foreign lands: and as the organized ally of Southern slavery has, from time to time, arrayed itself against truth, and in the hour of final peril volunteered its influence and sympathy in behalf of secession and rebellion. But for this preponderance of foreign ignerance, we would have long since been free from the oppression and confusion incident to the worst system of banking that the world has ever been cursed with. We look with amazement upon the loose, irresponsible, and destructive system of the past, on which we have been forced to rely, in

obedience to the dictates of this ignorant tyrant. But the victory is ours at last, thanks to the necessities of war and the educational systems of the North, which have made knowledge as

free as the air of heaven. Ignorance is the worst of tyrants, and is most oppressive to her own votaries. She may speak the praise of freedom with her lips, and, at the same time, crush it beneath her feet. Without general intelligence, a Government of the people cannot continue. Thus it is that, in every attempt to organize such, confusion and failure have followed. The patriots of the seagirt isle must first break asunder the shackles which fetter the people's minds, before they can expect to establish for them a free government. Mexico must first be lifted from the mire of ignorance before she is fit to use the ballot effectually. Revolutions and counter revolutions will continue till the crack of doom, unless the genius of education first

Ignorance, then, is the bane of the ballot. and we should see to it, in completing the reforms contemplated, that this sacred power be so guarded as to insure its perpetuity. Indiscriminate suffrage might prove, at last, the poison of our political system. It has so proven in the past; we should take warning, and guard the future from a like danger.

Qualified suffrage, based upon education,

seems to be the only safe policy, not as a finality, but as the forerunner of universal suf-We can conceive of no motive so stimulating to mental improvement as this. It would be equivalent to a general franchise. inasmuch as it would give to all the right to the ballot as soon as the proper amount of education is secured; which would be short to those possessing sufficient ambition to improve the mind, and any who obstinately refuse to improve the opportunity deserve the exclusion

they invite. The reform should be general. There should be no distinctions. We would have it in Pennsylvania as well as in Georgia. We would by this means, send the schoolmaster into Bucks county, and other benighted regions, and, like the Spartan ruler, make the withholding of light from the mind of a child a crime in the parent. If we would perpetuate liberty, let us surround her with a bulwark of intelligence; otherwise she may be lost to the race, and the reign of tyranny be instituted in her stead. The true road to universal suffrage, if we would have it sure, safe, and permanent s to make it dependent on education, which in turn will secure its perpetuation against every danger. Massachusetts has illustrated the wisdom of qualified suffrage; why not try it in Pennsylvania? Justice to the A REPUBLICAN. negro demands it.

"CRIME AND ITS REMEDY."

To the Editor of The Evening Telegraph:-Sir :- A writer in THE EVENING TELEGRAPH, igning himself "M. A.," enters into the question of "Crime and its Remedy" at some length, and enumerates a number of causes for the downward tendency of our youth and of society in general. They are all of much force; but I think they do not touch the "real source of vice and immorality" in our midst. Bear with me while I give my views on this

subject. I think the great fault lies with us (parents), and why ! In the first place, every "mother" vies with her neighbor as to who shall wear the richest clothes and the newest fashions. The conversation in the family and with acquaintances is carried on before the children, who readily imbibe the mother's notions and tastes, Then, as soon as the child passes into girlhood, she is taught the advantage of dressing well and fashionably; and her mind, instead of being well stored with a knowledge of household duties and its practical application, is filled with the fripperies attendant on personal adornment. She is dressed to receive company, or to appear well dressed on the street. In this particular I fear that parents have a

fearful amount of sin to answer for. Instead of keeping their daughters at home, engaged in domestic duties, every fine afternoon finds hundreds of them on the street,

UNIVERSAL SUFFRAGE. | | entirely beyond the supervision necessary at their time of life, and exposed to forming acquaintances which eventually lead, if not to their ruin, yet to their total unfitness for the employments of the household. Let mothers begin with their daughters by example, as well as by precept. Let a continual and kindly watch be kept over them in their associations, and the acquaintances they form. Let no daughter, under any circumstances, be allowed to go out in the evening, either to a theatps, to a ball, or to promenade the street, unless in the care of some member of the family, and you would soon see a very different state of things from the present. Again, in our visitors. Let no young man visit our daughters but under our own supervision. Let his moral character be well ascertained. Let those visits be made at seasonable hours, under our own eye, in our family circle, and at no other time or place, and our young men and women will very soon be led to understand the advantage of spending the evening in intelligent conversation and employment, instead of the trifling and degenerating customs which at present prevail. In fine, let mothers themselves avoid affectation and display, desire for dress and extravagance. and their daughters will soon follow their example

And let us "fathers" not only pay strict attention to the duty of providing for the physical wants of our children, but let us show our sons an example worthy their imitation. Let us converse with them on every subject, read with them, make our home cheerful and happy, provide them with all such seasonable sources of amusement as are within our reach, and make them our companions in the street Leave the club, the billiard-room, and drink ing saloons to those who have no responsibility resting on them, and our sons will soon "look up" to us with affectionate respect, and enjoy our society, and if at any time they should fall into error, our advice; and care and anxiety over them will be felt as a continual reproach. as well as an incentive to restore them to the

path of rectitude. At present the boy, as soon as he reaches his teens, is allowed to choose his own company, to learn to smoke, to chew, to drink, to visit when he likes and whom he likes, so long as he observes the proprieties of the family. His father's pursuits and his are alike, although different in their associations; and, not having any fatherly and constantly anxious care extended ever him, is it any wonder that his passions gain the mastery over him, until he forms habits which at length end in his ruin?

This, Mr. Editor, is where I think reform has to commence. "Show me the mothers of a nation," said Napoleon, "and I will tell you the character of the people." Let the law take care of those who have no law of the household over them, but let us who have families that we dearly love, see to it that we are not chargeable for lawless passions which we have not only not curbed, but by our example have helped to develop.

Yours respectfully, A PARENT.

MARINE TELECRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA-THIS DAY

MOC	N'S PHASES.	
2400	PHILADELPHIA.	WASHINGTON
D.	H.M.	H M.
New Moon	1'15 ev.	1 05 ev
First Quarter1	839 ev.	5 32 ev
Full Moon,	12'49 eV.	2.31 eA
Last Quarter20	6 dl mo.	6*24 m

PHILADELPHIA BOARD OF TRADE.	
LDW. Y. TOWNSEND,	MONTHLY COMMITTER,
MOVEMENTS OF	OCEAN STEAMER

	MOVEMENTS OF OCEAN STEAMERS.
	FOR AMERICA.
	HiberniaGlasgow New York Feb. 1
	CorManchester Liverpool New York Feb. 2
	China
	Wm. Penn. London New York Feb. 1
	TripoliLiverpoolNew YorkFeb. 5
	ColWashington Livernoof New York Fab a
	Pennsylvania Liverpool New York Feb. 6 Alemannia Southampton New York Feb. 6 Belgian Liverpool Portland Feb. 7
	Alemannia Southampton New York Feb. 6
	D. Jeine Liverpool Portland Port
	Java Liverpool. Boston Feb. 9
	City of Publish Diversion New York Park
	City of Dublin Liverpool New York Feb. 9 FOR EUROPE,
	AustralasianNew YorkLiverpoolFeb. 20
	Australasian New Tork Liverpool Peo. 20
	Virginia New York Liverpool Feb. 20 Paimyra Sew York Liverpool Feb. 20 Pailte. New York Bremen Feb. 21
	Paimyra
	Baltic
	CofWashingtonNew YorkLiverpoolFeo. 28
	Helvetla
	ChicagoNew YorkLiverpool
	HiberniaNew YorkGiasgow
	St. Laurent New York Havre Peb. 21 Hermann New York Bremen Peb. 21
	HermannNew YorkBremenFeb. 23
	KangarooNew YorkLiverpoolFeb. 27
	TripoilNew YorkLiverpoolFeb. 27
	ChipsBostonLiverpoolFeb. 27
ű.	Cof New York New York Liverpool
	Pennsylvania, New York, Liverpool, Mar. 2
	Cells New York London Sigr.
	U. KingdomNew YorkOlasyowMar. 2
	MississippiNew York Havre Mar. 2
£	Alemannia. New York Hamburg. Mar. 2 FOR CALIFORNIA, NEW ORLEANS, ETC.
	FOR CALIFORNIA, NEW ORLEANS, ETC.
	Tonawanda Philada Savanuah Fen 20
6	Star of the Union Philada New Orleans Feb. 20
6.	Star of the Union. Philada. New Orleans. Feb. 20 Santingo det uba New York Greytown Feb. 20
	Ocean QueenNew YorkAspinwallFeb. 20
ř.	South America New York Rio Janeiro Feb. 22
	Stars and StripesPhiladaHavana
	Juniata New OrleansPhiladelphia Feb. 23
١.	EngleNew YorkHavana
ķ.	G Washington New York New Orleans For 22
0	G. Washington New York New Orleans Feb. 23 Fung Shuey New York New Orleans Feb. 23
Ь.	San Jacinto New York Savannan Feb. 23
١.	Consists New York Hugana Par at
	Corsica. New York Havana Feb. 25 Columbia New York Havana Mar. 2
ı.	San Salvader New York Savannan Mar. 2
	Mails are forwarded by every steamer in the regular
ŧ.	Manual forwarded by every steamer in the regular
	lines. The steamers for or from Liverpool call at
	Queenstown, except the Canadian line, which call at
	Londonderry. The steamers for or from the Conti-
è	nent call at Southampton.

CLEARED TESTERDAY. Ship David Crocker, Eurgess, New York, C. H. Comnings. Steamship Star of the Union, Cooksey, New Orleans, I hlladelphia and Southern Steamship Co., steamship Chase, Crossman, Providence, Lathbury, Wickersham & Co. scir W. B. Thomas, Winsmore, Key West, D. S. Steison & Co. chr Caleb Sterson, Robinson, Fortress Monroe, U. S. Quartermaster, str H. L. Gaw, Her, Baltimore, A. Groves, Jr.

ARRIVED YESTERDAY. Bremen ship Adele, Jaburg, from New York, in bal-Hig Thomas Walter, Westerdyke, 12 days from St. Barts, with sait, etc., to Jauretche & Lavergne, Schr Circassian, Kendali, 15 days from Beifast, Me., with potatoes to White, Arey & Chicke.
Schr Elwood Doron, Jarvis, from Boston, with mose, o Crowell & Collins.

MEMORANDA. Saranak, Turiey, for Liverpool, at New Orans 15th Inst. Steamship Roman, Baker, hence, at Boston yesteray morning. Steamship St. George, Smith, from Glasgow, at Port-Steamship St. George, Smith, from Glasgow, at Portland lyth first.

Steamship Com. H. A. Adams, Bowen, for Norfolk, sailed from Richmond 17th first.

Steamship Kensington, Hodge, for New Orleans, cleared at Hoston 16th 11st.

Steamship Bosphorus, Alexander, for Boston and Philadelphia, at Laverpool 2d first.

Steamship Australasian Cook, for Liverpool, cleared at New York yesterday.

Barque White Wing, Ross, from Buenos Ayres, at Boston yesterday. Rarque White Wing, Ross, from Enenos Ayres, at ioston yesterday.

Barque Thomas, Patterson, for Philadelphia, at Carlenas 12th inst.

Barque Wm. Van Name, Cook, for Messins and Philadelphia, cleared at Pateme about 18th uit.

Brig Harry Virden, Collins, for Philadelphia, cleared at New York yesterday.

Schr D. E. Siner, Huntley, from Boston for Philadelphia, at Newport 18th inst.

Schr A. Garwood, Godfrey, for Philadelphia, at New Orleans 18th inst. Oriesia lath inst. Schr Jane N. Baker, Adams, from Galveston, at New York 19th inst.

LEGAL NOTICES.

ESTATE OF CHARLES WORRELL, SEN., Letters Testamentary in this estate having been granted to the undersigned, notice is hereby given that all persons indebted to this estate-will make payment, and those having claims will present them for settlement.

8. MORGAN RAMSEY.

1.30 wbw*

1.30 wbw*

BAILROAD LINES.

ORTH PENNSYLVANIA BAILBOAD.

THE MIDDLE BOUTE.—Shortest and most direct line to Bethiehem. Allentown. Nauch Chunk Pazicion White Haven. Wilkesbarre, Mabanoy Cvy. and all points in the Lehigh and W voming coal regions. Passenger Depot in Philadelphia. N. W. corner of BERKS and AMERICAN etrects.

WINTER ARRANGEMENT.

On and siter Tuesday, January I, 1861, Passenge trains leave the New Depot corner Berks and American site is, daily Sundays excepted, as solicws:—At 745 A M.—Morning Express for Bethiehem and Principal Stations on North Pennsylvania Entiroad connecting at Bethiehem with Lehigh Valley Rai-road for Allentown. Catasauqua, Shafington, Mauch Chunk, Weatherly, Jeanesville, Haz eton. White Havon, Wilkeebarre, Kingston, Pitston and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Wyoming valleys; also, in connection with Lehigh and Myoming valleys; also, in connection with Lehigh and Myoming valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City and with Catawissa Hailroad, for Rupert, Danville, Mitton, and Williamsoort Arrive at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, cassing Setblehem at 12 55 P. M., for h aston and points on New Jersey Central Enliroad to New York.

At 9 A. M.—Accommodation for Doylestown, stopping

ley train, passing Sethlehem at 12 55 P. M., for haston and points on New Jersey Central Ealiroad to New York.

At 9 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro', and Harlaville, by this train, take the Stage at Old York road.

At 19 15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 2 35 F. M.—Accommodation tor Doylestown, stopping at intermediate stations. Passengers take Stage at Loylestown for New Yope.

At 3 45 P. M.—Evening Express for Bethlehem and principal stations on the North Fennsylvania Reliroad making close connection at Bethlehem with Lehigh Valley train for Es ton, reaching there at 6 45 P. M. assengers for Plainfield, Somerville, and other points on New Jorney Central Ealiroad, take New Jersey Central train at Easton, which arrives in New York at 10 45 P. M. Passengers for Sum neytown take Stage at North Wales, and for Nazareth at Bethlehem, and for Greenville at Quakertown.

At 4 20 P. M.—Accommodation, for Doylestown, stopping at all intermediate stations. Passengers for Willow Giove, Hatboro', and Barcaville take stage at Abmgton: for Lamberville at Doylestown.

At 5 20 P. M.—Through accommodation, for Bethlehom and all stations on main line of North Pennsylvania liairond, connecting at Bethlehem with Lehigh Valley Evening Train for Allentown, Mauch Chunk, etc.

At 10 P. M.—Accommodation for Fort Washington TRAINS ARRIVE IN PHILADELPHIA

From Bethlehem at 915 A. M., 230 and 840 P. M.
2 30 P. M. irain makes direct cornection with Lehigh Valley trains from Easton, Wilkesbarre, Mahanoy City, and Hayley at the penning for the penning at the penning for Malentown, Mauch Chunk, etc.

At 10 P. M.—Accommodation of Lamberton at 10 P. M.—Accommodation of Lamberton at 10 P. M.—Accommodation of the Philadelphia at 10 P. M.—Accommodation of Philadelphia at 10 P. M.—Accommodation of

Valley trains from Easton, Wilkesbarre, Mabanoy City, and Hazleton.

Passengers leave Wilkesbarre at 1 30 P. M. connect at Bethlehen at 6 15 P. M., and arrive in Philadelphia at 8 40 P. M.

From Doylestown at 8 35 A. M., 5 15, and 7 05 P. M.

From Lensdale at 7 30 A. M.

From Fort Washington at 11 50 A. M., and 3 05 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 30 A. M.

I hiladelphia for Bethlehem at 9 30 A. M.

I hiladelphia for Doylestown at 2 35 P. M.

Loylestown to Philadelphia at 4 P. M.

Hethlehem to Philadelphia at 4 P. M.

Fifth and sixth streets passenger curs convey passengers to and from the new depot.

White cars of recond and Third streets line and Union line run within a short dis ance of the depot.

Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fare
to secure the lowest rates of fare

ELLIS CLARK, Agent.

Hillman's Baggage Express will call for and deliver Baggage at the Depot.

1867 -PHILADELPHIA AND ERIE RAIL.

ern and Northwest Counties of Pennsylvania to the City of Erie on Lake Erie, and is the most direct route to the great Oil Regions of Pennsylvania. It has been leased and it operate by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward—Erie Mail Train, 7A. M.; Erie Express Train, 120 F. M.; Elmira Mail, 5 40 P. M.

Leave Westward—Erie Mail, 9 P. M.; Erie Express Train, 121 M.: Elmira Mail, 5 40 P. M.

Passenger cars run through on the Erie Mail and Express trains without change both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

trains without change both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Eris 10 00 A. M., Leave New York at 5 00 P. M., arrive at Eris 7:15 P. M., Leave Erie at 5:20 P. M., arrive at New York 4:40 P. M., Leave Erie at 10:25 A. M., arrive at New York 4:40 P. M., Leave Erie at 10:25 A. M., arrive at New York 10:10. A.M. Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at corner THERTIETH and MARKET Streets, Phila.

And for freight business, of the Company's Agents, S. B. Kingston, Jr., corner Thirteenth and Market streets, Philadelphia; J. W. Reynolds, Erie; William Brown, Agent N. C. R. E., Baltimore.

H. H. HOUSTON, General Freight Agent, Phila.

1 1§ A. L. TYLER, General Sup., Erie.

FOR NEW YORK, VIA RARITAN AND DELA-WARE BAY RAILROADS.—From Ferry foot o VINE Street. Philadelphia. 6 P. M.—Freight for New York, and points North or East.

11 A. M — Way Freight.

Goods delivered at company's Depot. No 320 N.

WHARVES, Philadelphia, by 5 P. M., will be forwarded by this line, and arrive in New York at 5 o'clock next morning.

Freight received at Pier No. 32 North River, N. Y., by 438 P. M., will be ready for delivery in Philadelphia carly the following morning.

Freight received at Fier No. 32 North River, N. Y., by 438 P. M., will be ready for delivery in Philadelphia early the toilowing morning.

FARE TO NEW YORK, TWO DOLLARS.

Ticket Office, Vine Street Ferry.

For further information, apply to Company's Agents.
R. H. CHIPMAN, Fieight Office and Depot, No. 320
N. WHARVES, Philadelphia.
J. B. buert, Fier No. 32 North River, foot of DUANE Street, New York.

Or at General Freight and Passenger Office, Phila-Birect, New York
Or at General Freight and Passenger Office, Philadelphia, No. 411 CHESNUT Street.
WILLIAM N. CLAYTON,
Buperindendent, Red Bank, N. J.
S. C. HASTY,
General Freight Agent, Red Bank, N. J.
T. BRENT SWEARINGEN,
General Agent, Philadelphia,

PARITAN AND DELAWARE BAY RAIL-WIB run dally, Sundays excepted from Cooper's Point Camden, opposite VINE Street Ferry as follows:— 11:30 A. M. Way Freight for all stations; passenger car attached 6-10 P. M — Through Freight for New York; passen ger car attached.

Freight received in Philade phia at the Company's warehouse. No. 320 N. DELAWARE Avenue, until 5 o'clock P. M., reaching New York early next morning Freight boat leaves Pier No. 32, North river, New York, foot of DUANE Street, daily, Sundays excepted at 5 P. M., reach ng Phila iciphia carly next morning. The 3 A. M. train from Philadelphia and the 11 A. M. train from New York, are discontinued.

8. C. HASTY.

General Freight Agent, Red Bank N. J.
W. N. CLAYFON,
Superintendent, Red Bank, N. J.
R. B. CHIPMAN, Agent,
No. 720 N. DELAWARE Avenue, Philadelphia

G LOBE EXPRESS COMPANY, OFFICE, NO. C 10BE EXPRESS COMPANY, OFFICE, NO, 1866.—The Globe Express Company will this day open its first line between New York, Philadelphia, Baitimore, and Washington for HEAVY FREIGHT AND PACKAGES.

They will call for and deliver promptly at the follow-

ing rates;—
For heavy freights to and from New York 40c. per 160 lbs.; Batmore, 50c. per 10 lbs.; Washingtor, 8 c. per 100 lbs.; Georgetown, 90c. per 100 lbs.; Alexandria, 81 20 per 100 lbs.

Pactages and valuables will be taken at as reasonable. Packages and valuables with the carried as remonable aless as by any other assponable company is arranging to rapidly open its offices t all important points through the South and South-The Company is an array through the South and at all important points through the South and at all important points through the South and west as a will Express.

This Company are prepared to pay promptly for any toss or damage that may occur.

Orders may be left at the above Office

S. W. WILSON, Superintendent,

STUART GWYNN,

Of New York, President.

E. C. PECHIN.

Of Philadelphia, Treasurer.

AMERICAN LEAD PENCIL COMPANY NEW YORK. Factory, Hudson City, N. J.

WHOLESALE SALESROOM,

No. 34 JOHN Street, N. Y. All styles and grades of Lead Pencils of superior uality are manufactured, and offered at fair terms to the Trade. The public are invited to give the AMERI-CAN LEAD PENCIL the preference, The Pencils are to be had-of all the principal Stationers and Notion Dealers.

ASK FOR THE "AMERICAN LEAD PENCIL." [TESTIMONIAL.] SHEFFIELD SCIENTIFIC SCHOOL.

SHEFFIELD SCIENTIFIC SCHOOL.

ENGINEER DEPARTMENT
YALE COLLEGE, November 16, 186s.

I have always recommended the Faber polygrade lead pencils as the only pencils fitted for both ornamental and mathematical drawing; but after a thorough trial of the AMERICAN FOLYGRADE LEAD PENCILS manufactured by the AMERICAN LEAD PENCILS manufactured by the AMERICAN LEAD PENCILS manufactured by the AMERICAN LEAD PENCIL CO. N. Y. I find them superior to any pencil in use, even to the Faber or the old ENGLISH CUMBELLAND lead pencil, being a superior pencil for sketching, ornamental and mechanical drawing, and all the oldinary uses of a lead pencil.

These pencils are wery finely graded and have a very smooth lead; swen the softest pencils bold the point well; they are all that can be desired in a pencil, it gives me great pleasure to be able to assure Americans that they will no longer be compelled to depend upon Germany or any other fereign market for pencils.

Professor of Drawlug, etc.

All, Peacils are stamped-"AMERICAN LD PENCIL CO., N. Y." None genuing without the exact name of the firm to itmwsm

RAILROAD LINES

A N NAMESSIC ROUTE! THE SHORTEST LINE TO ALL POINTS SOUTH AND SOUTHWEST.

PASSENGERS FOR Kingaville, Savannah, Augusta, Atlanta, Macon, West Point, Montgomery Mobile, and

NEW ORLEANS. TO AVOID DELAY ASK FOR THOKETS BY THE

NEW AND SHORT ANNAMESSIC ROUTE.

Trains leave Depot of
PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,
BROAD Street and WASHINGTON Avenue,
DAILY (Saturday excepted) at 11 P. M.,
Arriving in Norfoik at 1 P. M. the following day.
FIVE HOURS SOONER THAN BY ANY OTHER
LINE, and making close connections for all points

SOUTH AND SOUTHWEST! For Tickets and all other information, apply at the Office of the Company. No. 629 CHESNUT Street, or at the Ticket Office of the Philadelphia, Wilmington, and Baltimore Railroad, No. 528 CHESNUT Street.

S. P. WILTBANK,

GENERAL AGENT. READING RAILROAD. GREAT TRUNK LINE FROM PHILADELPHIA,
TO THE INTERIOR OF PENNSYLVANIA,
THE SCHUYLKILL, SUSQUEHANNA,
CUMBERLAND AND WYOMING
VALLEYS,

NORTH, NORTHWEST AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAIN'S, OCTOBER 3, 1806.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate Stations.

At 730 A. M. for Reading and all Intermediate Stations.

Returning, leaves Reading at 630 P M. Arrivesia Philadelphia at 976 P. M.

At 875 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Allentown, Wilkesbarre, Pitaton, York, Carliste Chambersburg, Hagerstown, &c.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c., at PORT CLINTON with the Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport York, Chambersburg, Pinegrove, &c., at Terriboon Express

BARRISBURG with Northern Central, Cumberland Valley, and Schnykill and Susquehanna trains for Northumberland, Williamsport York, Chambersburg, Pinegrove, &c. AFTERNOON EXPRESS

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Raliroad trains for Columbia, &c.

READING ACCOMMODATION

Leaves Reading at 6:30 A. M., stopping at all way stations; arrives in Philadelphia at 9:40 A. M.

Returning, leaves Philadelphia at 9:40 A. M.; arrives in Reading at 7:30 P. M.

Trains for Philadelphia leaves Harrisburg at 8:10 A.

M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2:10 P. M., and Pottsville at 2:45 P. M. arriving in Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at \$:30 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:18 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:36 noon, for Reading and all way stations, leaves Reading at 1:30, and Downingtown at 12:30 P. M., for Philadelphia and all way stations, leaves Reading at 1:30, and Downingtown at 12:30 P. M., for Philadelphia and all way stations that the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leaves Philadelphia for Reading at 8 A. M. Returning from Reading at 3:25 P. M. GHESTIER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 and 3:15 A. M., and 4:30 P. M., trains from Philadelphia, returning from Downingtown at 7 A. M. and 2:30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND Leaves New York at 7 and 9 A. M. and 3 P. M., passing Reading at 4:49 and 9:35 A. M., and 1:30 P. M., and arriving at New York at 10 A. M., and 2:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg with train for New York at 10 A. M., and 7:11 Philadelphia at 7 and 1:20 A. M., and 7:11 Philadelph

BUHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 7 and 11:20 A. M., and 7:11 P. M., returning from Tamaqua at 7:36 A. M. and 1:40 and 4:15 P. M., and SUSQUEHANNA RAILROAD SCHUYLKILL AND SUSQUEHANNA RAILROAD

St. HUYLKILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 7:50 A. M., for Pinegrove and Harrisburg, and at 1:50 P. M. for Pinegrove and Tremont. Returning from Harrisburg at 3:20 P. M., and from Tremont at 7:35 A. M., and 5:25 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

all the principal points in the North and West and Canadas.
The following tickets are obtainable, only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Resding.
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired for families and firms.
Good for 2000 miles, between all points, at \$52.50 each, for families and firms.
SEASON TICKETS,
Forthree, six. nine or tweive months, for holders

SEASON TICKETS,
For three, six, nine or tweive months, for holders
only, to all points, at reduced rates.
CLERGY MEN
Residing on the line of the road will be furnished
with cards entitling themselves and wives to tickets
at half price.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fares, to be had only at the Ticket office, at Thirteenth and Callowbill streets.

had only at the Ticket office, at Thirteenth and Callowhill streets. FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5:30 A. M., 12:35 noon, and 6 P. M. for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

Close at the Philadelphia Post Office for all places on the read and its branches, at 5 A. M., and for the principal stations only at 215 P. M.

PITTSBURG, COLUMBUS, AND CINCIN
NAIT RAILROAD COMPANY.
THE PAN HANDLE ROUTE WESTWARD.
Owing to the great distance saved by THIS R JUTE,
the Government has assigned to it the carrying of the
United States Mail to the principal cities of the West
and Southwest. the Government has assigned to it the carrying of the United States Mail to the principal cities of the West and Southwest.

THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNATI AND BUT TWO TO ST. LOUIS.

PASSENGERS BY THIS ROUTE WILL ARRIVE IN CINCINNATI, INDIANAPOLIS, CAIRO, AND ST LOUIS, ONE TRAIN IN ADVANCE OF ANY OTHER LINE.

Fast line at 12 60 M. Passengers by this train take supper at Astoona; can take state room steeping cam Passengers are not subject to change at Pistsburg, but run through to Coshocton, affording an usoroken night's rest.

Night Fxpress II P. M. Passengers can take sleeping cars through to Cincinnati with but one change; by this line to u have the advantage of comfort and plea sure particular, y for ladies travelling alone, and smilles with children, by this route between Philadelphia and all the princi pal points West and South.

Re sure to purchase tickets "VIA BTEUBEN-VILLE" at Corner of THIE: IETH and MARKET Streets.

Phinadelphia,

General Eastern Passenger Agent, No. 526 Broadway, New York, JOHN DURAND, General Eastern Passenger Agent, No. 526 Broadway, New York, JOHN DURAND, General Eastern Passenger Agent, Pennsylvania Railroad Office, No. 631 Chemut street, and Thirtieth and Market streets, West Philadelphia.

TREIGHT LINES FOR NEW YORK AND

Tennsylvania Railroad Office, No 531 Chesnut street, and Thirtieth and Market streets, West Philadeiphia. The Thirtieth and Market streets, West Philadeiphia. The Thirtieth and Market streets, West Philadeiphia. The Camber and the Cambers and Amboy and connecting Railroads. Increased Despatch. The Camber and Amboy Amboy Railroad. Amboy The Camber and Amboy Mailroad Colock P. M. daily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 13 moon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad connects at Philipsburg with the Lehigh Valley Railroad, and at Manunhachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to Syracuse, Burlado and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the Morris and Eases Railroad.

A slip memorandum, specifying the marks and numbers, shippers and consignes, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth attest, near the Drove Yard, or at Pier No. I. North River, as the shippers may designate at the time of shipment. For terms, or other information, apply to walfer FREEMAM, Freignt Agent.

11g Re. 226 B. DELAWARE, Avenue, Philagelphia.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTE

PHILADELPHIA, WILMINGTON AND BALTE more Hairoad.

TIMIC TABLE.

Commencing Monday, December 24, 1888.

Trains will leave Depot, corner Broad street and Washington avenue, as follows:

Express Train at 415 A. M. (Mondays excepted), for Bailmore and Washington, stopping at Chester, Wilmington. Newark, Elkten, Northeast, Perryville, Magnolia, Chase a and Memmer's Run.

Way-Mail Train at 826 A. M. (Sundays excepted), for Bailmore, stopping at all regular stations. Connecting with the Deinware Railroad at Wilmington for Cristeld and Intermediate stations.

Express Train at 1125 A. M. (Sundays excepted), for Bailmore and Washington, stopping at Chester, Thurston, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perrymai's, Edgewood, Magnolia Chase's and Steinmer's Run.

Night Express at 11 (dally)-P. M. for Baltimore and Washington, Connects at Wilmington with Delaware R. R. Line (Salurdays excepted.) stopping at Mashington, Connects at Wilmington, Schorless, Salisbury, Princess Anne, and connecting at Cristical Wilmington, Smyrna, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Cristical Wilmington and Monroe and Morole will take the 1145 A. M. train, Wilmington, Trains, Stopping at all stations between Philadelphia and Wilmington, The 4 P. M. train connects with the Delaware P. M. Train connects with th

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 12:30, 4, 6 and 11:30 (daily) P. M. The 4 P. M. train connects with the Delaware Railread for Milford and Intermediate stations. The 6 P. M. Train function and Intermediate stations. The 6 P. M. Train function 7:15 and 3:30 A. M., 3 and 5:30 (daily) P. M. Leave Wilmington 7:15 and 3:30 A. M., 3 and 5:30 (daily) P. M. Express; 1:10 P. M., Express; 6:30 P. M., Express; 8:30 P. M., and 3:30 P. M.

Trains for Baltimore leave Chester at 4:49 and 9:12 A. M., and 3:30 P. M.

Trains for Baltimore leave Wilmington at 5:21 and 10 A. M., and 4:18 P. M.

SUNDAY TRAINS FIFOM BALTIMORM.

Leave Baltimore at 8:35 P. M., stopping at Havre-de-Grace, Perryville and Wilmington. Also, stops at Elkton and Newark (to take passengers for Philadelphia, and leave passengers from Washington or Baltimore or Washington.

Tirough Tickets to all points West. South and

more of washington.

Through Tickets to all points West. South and Southwest, may be procured at the Ticket Office, No. 523 CHESNUT Street, under the Continental Hotel, Persons purchasing tickets at this Office can have their basingsechecked at their residence by Graham's Basgage Express.

H. F. KENNEY, Sup't. DENNSYLVANIA CENTRAL RAILBOAD.

WINTER ARRANGEMENT.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars on the Market Street Passenger Railway. Those of the Chesnut and Walnut Street Railway run within one square On Sundays the Market street cars leave Front and Market streets 35 minutes before the departure of and Market streets of the seath train.

Mann's Baggage Express will call for and deliver haggage at the depot. Orders left at the Office, No. 32 Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

day, Philadelphia Express leaves daily. All other trains daily, except Sunday.

Passengers by Mail Trian go to Williamsport without change of cars, and arrive at Lock Haven at \$19

et 550 P. M.

The Pennsylvania Railroad Company will not assume any risk for buggage, except for wearing apparel, and limit their responsibility to one hundred dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by

value will be at the risk of the owner, unless taken by
special contract.

For further information, apply to
JOHN C. ALLEN, Ticket Agent,
No. 631 CHESNUT Street.

SAMUEL H. WALLACE.
An Emigrant Train runs daily, except Sunday. For
full particulars as to fare and accommodations, apply
to
FRANCIS FUNK, No. 187 DOCK Street. FOR NEW YORK.-CAMDEN AND AMBOY AND P Philadelphia and Trenton Railroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave an

ket alreet, upper ferry, LINES FROM KENSINGTON DEPOT Will leave as tollows:

At 11 A. M., 430 645 P.M. and 12 P. M. (Night) via
Kensington and Jersey City Express Lines, Fare then
The 645 P. M. line will run dally. All others Sun excepted. At 7:30 and 11 A. M., 3, 3:30, 4:30, 5, 8:45 P. M., and 13 Midnight, for Bristol, Trenton, &c., and at 10:15 A. M. for Bristol.
At 7:30 and 10:15 A. M., 8, 4:30, 5 and 12 P. M. for Scheneks. chencks.
At 10:15 A. M., 3, 5 and 12 P. M. for Eddington.
At 7:30 and 10:15 A. M., 3, 4, 5, 8 and 12 P. M., for fornwells, Torrisdale, Holmesburg, Tacony, Bridesburg and Frankford, and at 8 P. M. for Holmesburg

nd intermediate stations. At 10 15 A. M., 3, 4. 5, 6, 8 and 12 P. M. for Wissingming.
BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Pennaytvania, and New York State, and the Great Lakes,
daily, Sundays excepted, from Kensington Depot as Hows:—At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, anandalgua. Elmira, Ithaca, Owego, Rochester lighanton, Oswego, Syracuse, Great Bend, Montse, Wilkesbarre, Scranton, Stroudsburg, Water Gap. At 7:30 A. M. and 3:30 P. M. for Belvidere, Elaston, ambertville, Flemington, &c. The 3:30 P. M. Live connects direct with the Train caving Easton for Mauch Chunk, Allentown, Bethle-tem &c. hem, &c.
At 5 P. M. for Lambertville and intermediate Sta-DHILADELPHIA, GERMANTOWN AND NOR-

Tistown Ratiroad.
TIME TABLE.
On and after Thursday, November I, 1896, until fur-

On and after Thursday. November I, 1866, until further notice,
FOR GERMANTOWN,
Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3'15, 3'45, 4, 5, 5'45, 6'10, 7, 5, 9, 10, 11, 12 P. M.
Leave Germantown, 6, 7, 79, 8, 8'20, 9, 10, 11, 12 A. M., 1, 2, 3'14, 4'45, 6, 6'20, 7, 8, 9, 10, 11 P. M.
The s'20 down train and s'45 and 5'45 up trains will not stop on the Germantown branch.
ON SUNDAYS.
Leave Philadelphia at 915 A. M., 2, 7, 10'45 P. M.
Leave Germantown at 8'15 A. M., 1, 6, 9'45 P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3'45, 5'45, 9'and 11 P. M.
Leave Chesnut Hill at 7'10, 8, 9'40, 1'40 A. M., 1'40, 3'40, 5'40, 5'40 and 10'40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9'15 A. M., 2 and 7 P. M., 1eave Chesnut Hill at 7'50 A. M., 12'40, 5'40 and 9'35 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia at 6, 8'35, 11'05 A. M., 1'30, 3, 1'30, 5'35, 5'35 and 11'30 P. M.
Leave Norristown at 5'46, 7, 7'50, 9, 11 A. M., 1'30, 4'30, 6'16 and 8 P. M.
The 5'30 P. M. train will stop at School Lane, Wissa-hickon, Manayunk, Spring Mills and Conshohocken only.

ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2'30 and 6'45 P. M.

bickon, Manayunk, Spring Mills and Conshohockes
only.

ON SUNDAYS,
Leave Philadelphia at 9 A. M., 250 and 645 P. M.
Leave Norristown at 7 A. M., 5 and 830 P. M.
Leave Philadelphia at 6, 835, 11-05 A. M., 1-30, 3, 4-30, 8 30, 6-15, 8-35 and 11-20 P. M.
Leave Manayunk at 6-10, 7-20, 8-20, 9-30, 11-30 A. M., 2, 1-6-45 and 8-30 P. M.

ON SUNDAYS,
Leave Philadelphia at 9 A. M., 2-30 and 6-45 P. M.
Leave Manayunk at 7-30 A. M., 2-30 and 9 P. M.
W. B. WILSON, General Superintendent,
Depot. NINTH and GREEN Streets.

W EST JERSEY RAILROAD LINES, FROM

WEST JERSEY RAHLROAD LINES, FROM foot of MARKET Street (Upper Forry).

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Mülville, and all intermediate stations, at 3 A. M. Mall., 330 P. M., Passenger.
For Woodbury, 8 A. M., 330 and 6 P. M.
For Cape May, at 3:50 P. M.
RETURNING TRAINS LEAVE
Woodbury at 7:15 and 8:40 A. M., and 4:54 P. M.
Bridgeton at 7:05 A. M. and 3:05 P. M.
Freight, 6:30 P. M.
Millylle at 6:55 A. M. and 3:05 P. M.
Freight, 6:30 P. M.
Freight will be received at First Covered what above Walnut street, from 9:00 A. M. until 6:00 P. M.
That received better 7:05 A. M. will go through the same day
Freight Delivery, So. 228 B. DELAWARE Avenue.

1 15

WILLIAM J. SEWELL, Superintendent.